

### Estimations.

**NOTICE.**

**A** SPECIAL SESSIONS of Her Majesty's JUSTICES of the PEACE will be held in the JUSTICES' ROOM, at the MAGISTRACY TO-MORROW, the 19th day of April, A.D. 1898 at 12 o'clock Noon, for the purpose of considering applications.

(1) From one GUSTAV NEUBRUNN to the transfer of his Publican's licence to sell and retail intoxicating liquors on the premises situate at house No. 331 and 334, Queen's Road Central under the sign of "The Land We Live in Hotel," to his daughter REGINA NEUBRUNN, widow of JAMES NEUBRUNN.

(2) From one ANNE SILBERMAN to the transfer of his Publican's licence to sell and retail intoxicating liquors on the premises situate at house No. 18, Queen's Road Central, under the sign of "The Globe Hotel" to his wife ANNE SILBERMAN.

WM. C. P. HASTINGS, J. P.  
Acting Police Magistrate.

Magistracy, Hongkong,  
18th April, 1898. [49]

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HONGKONG ODD VOLUMES SOCIETY  
EVENING MEETING.

**T**HERE will be an **EVENING MEETING** of this SOCIETY in the CHAMBER of COMMERCE ROOM at the CITY HALL, on **WEDNESDAY**, the 20th of April, at 8 o'clock P.M. at which experiments in Electrical Discharge and exhibitions of the Graphophones and Phonograph and Microscope will be held. Ladies are invited and members may bring their friends.

18, Bank Buildings,  
15th April, 1898.

DEVONIAN SOCIETY, HONGKONG.  
THE ANNUAL DINNER of the above

SOCIETY will be held at the HONGKONG CLUB on SATURDAY, the 23rd April.  
Devonians desirous of joining the Society to apply to the Undersigned.  
B. K. LEIGH.

Hongkong, 14th April, 1898. [1898]

UNTIL Further Notice, the S.S. "HONG TONG" Capt. Austin will leave the

MARKET WHARF, EVERY SATURDAY, 11  
Now by PACAO returning from Macao to  
Hongkong again at 6 P.M. same day for Canton.

FARES.	SINGLE.	RETURN.
1st Class .....	\$2.00	\$3.00

2nd	\$ 1.00	\$ 2.00
3rd	\$ .50	\$ 1.00
Hongkong, 14th April, 1898.		[5

CRICKET CLUB LAWN TENNIS  
TOURNAMENT.  
NOTICE.

THE time for concluding Ties has been extended as follows:—  
and ties to be concluded on or before  
THURSDAY, 21st instant.

3rd ties to be concluded on or before  
WEDNESDAY, 27th instant.  
4th and final to be concluded on or before  
TUESDAY, 3rd May.  
N.B.—All finals to be the best out of five sets.

By order, **LAWN TENNIS, Sub.-Com.**  
Hongkong, 15th April, 1898. [5]

**Insurances.**  
THE  
STANDARD LIFE ASSURANCE

**COMPANY**  
has long taken the lead in SIMPLIFYING  
CONDITIONS and LIBERALISING  
CONTRACT of LIFE ASSURANCE, there

giving greatly increased Security to the Hold  
of the Company's Policies.  
For full Particulars and Rates,  
Apply to

DODWELL, CARLILL & Co.  
Agents.  
Hongkong, 2nd March, 1896.

**THE UNDERSIGNED AGENTS of the above**  
**COMPANY are prepared to accept**  
**and deliver**

SIEMSEN & CO  
Hongkong, 28th May, 1895.

GENERAL NOTICE.  
THE ON TAI INSURANCE COMPANY  
(LIMITED.)

CAPITAL, PAID UP	\$333,333
EQUAL TO	
RESERVE FUND	\$318,000

BOARD OF DIRECTORS:

THE SINGAPORE LOYALTY MOON

**MANAGER.—HO AMEL.**

**M** at CURRENT RATES to all parts of  
World.

**HEAD OFFICE, 8 & 9, PRAYA WEST**  
Hongkong, 17th December, 1884.

**NOTICE.**  
**THE MAN ON INSURANCE COMPANY**  
**LIMITED.**

**CAPITAL SUBSCRIBED** ..... \$1,000

The above Company is prepared to accept  
MARINE RISKS at QUAREY RATES on Goods

Sec. Policies granted to all Parts of the w  
payable at any of its Agencies,  
CHAU TSEUNG FA  
Secretary.  
HEAD OFFICE

85 | No. 2, QUEEN'S ROAD WEST.  
HONGKONG, 25th May, 1864.

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# Today's Advertisements.

**VOLUNTEER HEADQUARTERS.**  
**PROMENADE CONCERT**  
OPEN AIR THEATRICALS  
AND  
ANNUAL DISTRIBUTION OF PRIZES.  
(By LADY CARRINGTON)  
ON  
SATURDAY, the 23rd April, 1898,  
at 9 P.M.  
ADMISSION.....\$1  
The proceeds to be used in aid of the  
Band Fund.  
TICKETS at Messrs. LAM, CRAWFORD & Co's.  
Music Depot.  
In the event of unfavourable weather the  
entertainment will take place in the CITY HALL,  
Hongkong, 18th April, 1898. (\$37)

## GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of  
Sale of Crown Land by Public Auction,  
to be held on the spot, on  
MONDAY,  
the 25th day of April, 1898, at 3 P.M., are  
published for general information.  
By Command,  
T. SERCOMBE SMITH,  
Colonial Secretary's Office,  
Hongkong, 18th April, 1898. (\$55)

Particulars and Conditions of the letting by  
Public Auction Sale, to be held on Monday,  
the 25th day of April, 1898, at 3 P.M., by Order  
of His Excellency the Governor, of One Lot  
of CROWN LAND in the Colony, of Hongkong,  
for a term of 999 Years.

**PARTICULARS OF THE LOT.**

Lot No.	Locality.	Boundary Measurements.	Containing in Acres, Roods, and Perches.	Annual Rent.	Upset Price.
1	Marine Road.	11' 6" x 11' 6" x 11' 6" x 11' 6"	0.0000	\$4	1,000

**VICTORIA CHAPTER.**  
No. 525, E.C.

**A REGULAR CONVOCATION** of  
the VICTORIA CHAPTER will be held at the  
FREMANTLE HALL, on MONDAY,  
the 25th day of April, 1898, at 3 P.M. pro-  
ceeding. All Companions are cordially invited to attend.  
Hongkong, 18th April, 1898. (\$34)

**院醫文同門夏**  
**ANGLO-CHINESE INSTITUTE,**  
AMOI.

**A BRITISH or AMERICAN MALE**  
TEACHER of English required to in-  
struct the Chinese Boys, Salary \$150 per mensem,  
apply, with testimonials, and for further par-  
ticulars, to  
Chairman,  
Board of Directors,  
ANGLO-CHINESE INSTITUTE,  
Amoy.  
18th April, 1898. (\$38)

**TO PHOTOGRAPHERS.**  
FOR Sale, or in Exchange for a good  
Quarter-plate Snapshot Head-camera, a  
Lancaster's Whole-plate Pocket Instantograph  
(nearly new).  
Apply to  
PHOTOGRAPHER,  
c/o Hongkong Telegraph Office,  
No. 6, Pedder's Hill.  
Hongkong, 18th April, 1898. (\$39)

**THE PENINSULAR AND ORIENTAL**  
STEAM NAVIGATION COMPANY.

**STEAM FOR**  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.  
(Through Bills of Lading issued for BATAVIA,  
PERAMBOUR, COLOMBO, and  
AMERICAN PORTS).

**THE Steamship**  
"VERONA."  
Captain C. H. S. Toque, R.N.R. carrying Her  
Majesty's Mail, will be despatched from this for  
BOMBAY, &c., on SATURDAY, the 30th April,  
at Noon, taking Passengers and Cargo for the  
above Ports.  
Silk and Valuable, all Cargo for France and  
the West for London (under arrangement) will be  
transhipped at Colombo into a steamer proceed-  
ing direct to Marseilles and London.  
Passengers will be received at this Office until 4  
P.M. the day before sailing, and the Contents and  
Weights of all Packages are required.  
Shippers are particularly requested to note  
the terms and conditions of the Company's Bills  
of Lading.  
For further Particulars, apply to  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 18th April, 1898. (\$5)

**"GLEN" LINE OF STEAM PACKETS.**  
FROM MIDDLESBORO, LONDON AND  
STRAITS.

**THE Steamship**  
"GLENARTNEY."  
Having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods are being landed at their risk into the  
Godowns of the Hongkong and Kowloon Wharf  
and Godown Company, Limited, at Kowloon,  
whence delivery may be obtained.  
Optional Cargo will be forwarded under  
note to the contrary be given before 5 P.M.  
TODAY.  
Cargo remaining undelivered after the 25th  
instant will be subject to rent.  
No Free Insurance has been effected.  
Consignees are requested to present all Claims  
for damages and for shortages not later than  
the 2nd May, otherwise they will not be  
recognized.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 18th May, 1898. (\$10)

# Today's Advertisements.

BY ORDER OF THE COURT.  
PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have  
received instructions from BRUCE  
SHEPHERD, Esq., the Official Receiver of the  
estate of TSO CHONG, in Bankruptcy, acting  
under an Order of the Supreme Court of  
Hongkong,

to Sell by  
PUBLIC AUCTION  
ON  
TUESDAY,  
the 2nd May, at 10 o'clock P.M., the following  
VALUABLE RECLAMATION PROPERTY  
viz—

All the Benefit, Interest and advantage of  
and in the RECLAMATION AGREEMENT  
of MARINE LOT No. 109.  
The Sale is made with the concurrence of all  
Parties Interested.

The Reclamation has been Completed and is  
ready for Building purposes, and possession has  
been given by the GOVERNMENT.  
The RECLAMATION has a Frontage to the  
New PRAYA of 165 feet, 8 inches, with a depth  
of 160 feet, and contains an Area of 26,507  
Square feet.

Only one half of the last Instalment of the  
Monies Due under the Reclamation Agreement  
(amounting to \$7161.00) remains to be paid if  
called up, and the Sale will be Subject to this  
and to the Payment of the ANNUAL CROWN  
RENT of \$408.

The Property will be first offered in One  
Lot, and if not Sold as One Lot will be put up  
in Two.  
For further Particulars and Conditions of Sale,  
apply to  
Messrs. HUGHES & HOUGH,  
the Auctioneers,  
or to  
Messrs. DEACON & HASTINGS,  
35, Queen's Road,  
Vendor's Solicitors.

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**Intimations.**  
**DAKIN, CRICKSHANK &**  
**COMPANY,**  
**VICTORIA DISPENSARY,**  
**HONGKONG.**

**AERATED WATERS.**  
**SIMPLE AERATED WATER.**  
**SODA WATER.**  
**LEMONADE.**  
**GINGER ALE.**  
**SARSAPARILLA.**  
**RASPBERRYADE, &c.**

Made under the COMBINE TRADE MARKS and  
qualified English Chemist and will bear com-  
parison with the best English Manufactures.  
Special terms to HOTELS, CLUBS, MESSRS and  
all Large Consumers.  
My complaints should be addressed to the  
Manager.  
Hongkong, 1st March, 1897. (\$30)

**TO SUBSCRIBERS.**  
SUBSCRIBERS TO "THE HONGKONG  
TELEGRAPH" ARE MOST RESPECTFULLY  
REMINDED THAT ALL SUBSCRIPTIONS  
MUST BE PAID IN ADVANCE.

**A. S. WATSON & CO.,**  
**LIMITED.**  
ESTABLISHED A.D. 1841.

**WINES & SPIRITS.**  
ALL these are selected by our London  
House, bought direct at first hand, imported in  
wood and bottled by ourselves, thus saving all  
intermediate profits, and enabling us to supply  
the best growths at MODERATE PRICES.

**PRICE LISTS,** with Full Details, to be had on  
Application.  
**PORT** after removal should be rested a month  
before use. When required for drinking at  
once it should be ordered to be decanted at the  
Dispensary before being sent out.

**SHERRY**—Excellent Dinner and After Dinner  
Wines of very superior Vintages. All are  
true Xeres Wines.  
**CLARET**—Our Claret, including the lowest  
prices, are guaranteed to be the genuine  
product of the juice of the grape and are  
not artificially made from raisins and  
currants, as is generally the case with Cheap  
Wines.

**BRANDY**—All our Brandy is guaranteed to  
be pure Cognac, the difference in price  
being merely a question of age and vintage.  
**WHISKY**—All our Whisky is of excellent  
quality and of greater age than most brand,  
in the market. The SCOTCH WHISKY  
marked "E" is universally popular, and is  
pronounced by the best local connoisseurs  
to be superior to any other brand in the  
Hongkong market.

We only guarantee our Wines and Spirits to  
be genuine when bought direct from us in the  
Colony or from our authorized Agents at the  
Coast Ports.

**A. S. WATSON & CO., LD.**  
**THE HONGKONG DISPENSARY.**  
Hongkong, 28th December, 1897.

# BIRTH.

On the 17th April, at Stewart Terrace, The  
Peak, the wife of H. FINCHAM of a son. (\$43)

# The Hongkong Telegraph

HONGKONG, MONDAY, APRIL 18, 1898.

## REUTER'S MESSAGES.

SPAIN AND THE UNITED STATES.  
LONDON, April 18th.

The Spanish Government has opened a  
National Subscription for increasing the fleet.  
The Queen Regent heads the list with a million  
pesetas.

[The peseta is about the same as the franc, and  
runs 25 to the pound sterling, in round figure,  
so that a million pesetas would be £40,000.]  
The Spanish Cabinet has authorised the  
immediate recall of its Representative at  
Washington.

President McKinley sanctions the resolutions  
passed by Congress.

**FRANCE IN CHINA.**  
The lease of Kwang Chau Wan (a bay in the  
Lienchow Peninsula opposite to Hainan) to  
France is confirmed.

**PLAQUE STATISTICS.**  
During the 24 hours up to noon, 15th April,  
18 new cases and 16 deaths from plague were  
reported, making the total since 1st January  
(105 days) 435 cases and 379 deaths.

During the 24 hours up to noon, 16th April,  
7 new cases and 10 deaths from plague were  
reported, making the total since 1st January (106  
days) 442 cases and 389 deaths.

During the 24 hours up to noon, 17th April,  
13 new cases and 13 deaths from plague were  
reported, making the total since 1st January (107  
days) 455 cases and 402 deaths.

The returns for the week ended 16th April,  
are 97 cases and 92 deaths, as against 106 cases  
and 87 deaths the previous week.

**LOCAL AND GENERAL.**  
THE U.S. gunboat McCulloch arrived here from  
Singapore yesterday.

THE School Sports fixed for to-day have been  
postponed till Wednesday afternoon, 20th inst.

The appointment of Captain W. C. H. Hastings,  
R.N. (Retired) to be Acting Police Magistrate  
and Coroner is gazetted.

A GERMAN bluejacket belonging to the *Kaiserin  
Augusta* was fined \$10 at the Magistracy to-day  
for being drunk and disorderly.

On Saturday evening, 2nd inst., an open air  
Volunteer Headquarters in aid of the band fund.  
Should the weather prove unfavourable the  
entertainment will be given in the City Hall.  
An excellent programme is promised.

DR. J. H. SWAN has been appointed Deputy  
Health Officer of the Port for so long as he con-  
tinues in partnership with E. G. P. Jordan; or  
until further notice. Staff Surgeon W. E. Home,  
R.N., and Surgeon R. T. Gilmore have been  
appointed temporary Deputy Health Officers of  
the Port.

PRINCE Henry of Prussia, according to a home  
paper, will probably remain in China's waters  
until the autumn of next year. After deliver-  
ing the Emperor's presents to the Chinese Emperor,  
he will visit Tokio to perform a similar courtesy  
to the Mikado. The *Deutschland* will remain  
as the flagship in Asia for some years, Prince  
Henry returning in 1899 on another vessel.

MESSRS. Benjamin, Kelly and Potts, in their  
*Weekly Share Report*, dated Hongkong, Fri-  
day, 15th April, say:—Business has been dull  
since our last report and few changes have  
taken place rates generally showing a slight  
advance. Hongkong and Shanghai Banks have  
been steady in the early part of the week and  
have been effected at 100 and 101 per cent.  
premium; the market however closes weak with  
sellers at 100 per cent. premium. The London  
quotation is 104.10. Nationals remain un-  
changed. Unions have taken off the market  
at \$117 and \$120 and are wanted. Caneos  
have changed hands at \$137; Straits at \$13;  
and China Traders at \$15. China Fire have  
been sold at \$98, and Hongkong Fives are on  
offer at \$33. Hongkong, Canton and Macao  
Steamboats have continued in demand and  
have been placed at \$17. Indo-China have  
been dealt in to a fairly large extent at \$63;  
China and Manila jumped to \$28 owing to the  
sale of the *Zaffra* at a very advantageous  
price. Douglases have been fixed at \$85  
China Sugars have been negotiated at \$107  
cane, and \$168 for the 30th instant. Levsons  
are offering at \$37. Puntions have changed hands  
at \$6. New Balmorals have been placed at \$1,20  
for both the Ordinary and Preference shares.  
Grant R-stern and Caledonians changed hands  
at \$2.40 and \$2.50. A telegram from the mine  
states as follows: Bank of England share, sold  
to bottom of about. The total width of three feet,  
one contains visible gold. Ollivers B have been  
sold to a large extent at \$6. Jubas are offering at  
\$1.75. Ranks have declined and are obtainable at  
\$20. Hongkong and Whampoa Stocks have been  
booked at 255 per cent. premium. Kowloon  
Whares offering at \$57. Hongkong Lands have  
changed hands at \$75. Hongkong Hotels have  
been placed at \$54. Humphry's Estate are  
wanted at \$88. Kees are still offering at \$14.  
100. Lion King Mows have been sold at \$14.  
100. Internationals are required for \$12. 100.  
Hongkong are obtainable at \$20. Green Island  
Cement are unchanged. A. S. Watsons wine  
done at \$12. Electric have declined to \$6.

H. E. the Officer Administering the Government  
has been pleased to re-appoint, provisionally and  
subject to Her Majesty's pleasure, the Hon.  
E. R. Billson, C.M.G., to be an unofficial  
member of the Legislative Council with effect  
from the 18th inst.

In the House of Commons on the 14th March  
Mr. R. G. Webster asked the Under-Secretary  
for Foreign Affairs whether, in view of our im-  
portant interests in Hongkong, commercial or  
otherwise, and the recent action of Foreign  
Powers in regard to China, steps would be taken  
to acquire the islands contiguous to that colony  
and any further portion of the mainland opposite  
it for the defence of that colony. Mr.  
Cairnes said:—The question of the steps to be  
taken for the proper securing of our possessions  
at Hongkong have for some time past engaged  
the attention of Her Majesty's Government, and  
will not be lost sight of by them.

In the Appellate Jurisdiction of the Supreme  
Court on Saturday, an appeal was heard from the  
decision of Mr. Wodehouse, Police Magistrate,  
on 3rd January this year, by which he sentenced  
the appellant, Nip Sheung Choi, to six  
months imprisonment with hard labour. The  
charge against the appellant was that she as-  
saulted one Sol Nan, a girl under the age of 14  
years on 28th December, 1897. Mr. H. E. Pollock  
(instructed by Messrs. Monney and Brutto)  
appeared for the appellant. Mr. Pollock said  
that the charge was for assault on 28th Decem-  
ber, 1897, and "divers other dates," and his  
contention was that the Magistrate improperly  
admitted certain evidence in the case which had  
reference to other dates than the 28th December,  
he having convicted appellant for assault on  
that date. Seeing that the appellant had been  
in prison for two or three weeks the Court decid-  
ed that a fine of \$1 would meet the case.

THE Hon. Treasurer of the Alice Memorial  
and Nethercole Hospitals begs to acknowledge  
with thanks the following donations to the  
funds of the Hospitals:—

Canadian Pacific Railway Company	\$50
Medical Hall	10
Brewer & Co.	10
A. J. de Rozario	10
Capt. Lloyd	10
H. A. Kinnell & Co.	10
Paul G. G.	5
G. G. G.	5
Paul G. G.	5
Chad T. Kow	5
Kuhn & Co.	5
L. W. H. H.	5
L. M. H.	5
A. R. G.	5
Rev. H. Berd	5
S. W. G.	5
M. S. S.	5
E. W. T.	5
A. M. T.	5
Campbell Moore & Co.	5
W. Chatham	5
Cotton & Co.	5
F. D. G.	5
F. D. G.	5
W. S. H.	5
J. W. K.	5
W. P.	5
W. P.	5
Capt. Hastings	5
Woods & Co.	5
Mehis & Co.	5
L. M. A.	5
J. B. D.	5
H. R.	5
A. S.	5
R. C. V.	5
C. H. G.	5
C. A. C.	5
M. H. E.	5
C. A. C.	5
P. C. P.	5
J. S. P.	5
J. C. R.	5
Abdullah R.	5
C. O. R.	5
R. R. B.	5
L. L.	5

At the Magistracy to-day, Aven Nord, a young  
ordinary seaman of the British ship *Tamworth*,  
charged the second and third mates of the  
ship with assaulting him. According to the  
evidence of the complainant, on the 14th inst. at  
about 6.20 p.m. work was done and he was just  
putting away the broom when the third mate  
told him to sweep the deck. He refused and the  
third mate pushed him and when they got to  
the hatch he seized him by the shoulders and  
forced him down, subsequently putting his foot  
on him and throwing him down into the fast-  
net. Then both defendants beat and kicked  
him. On his refusing again to sweep the deck,  
the second mate said to the third mate "Keep  
him down there, I will go up and get the hand-  
cuffs to put on him." Thinking they were going  
to kill him he rushed up on deck and jumped  
overboard and tried to swim ashore. They went  
after him in a rampan and he eventually gave  
up the struggle and was taken on board. Sub-  
sequently he escaped to a Norwegian steamer and  
gave information to the Police. An able  
seaman corroborated the complainant's story in  
part. The second mate said that he told the  
third mate to tell the boy to take a bucket of  
water and he did not know the words he said.  
At the same time the complainant turned round  
and with an impudent swagger was walking  
forwards. The third mate then took him by the  
shoulder and pushed him towards the hatch,  
complainant went down and the third mate  
followed. Hearing a noise he went down and  
found that complainant had fallen. Complainant  
refused his order to sweep the deck and called  
him a fool name, whereupon he slapped him on  
the face and walked away. The third mate cor-  
roborated and said that when complainant went  
on deck he said that he would not sweep the  
deck for whites or any body else. The boat-  
swain also gave evidence. Capt. Hastings said  
that it was clear that there had been an assault.  
Probably complainant refused work but was an  
ordinary seaman and was not much more than a  
boy. He said that a ship was not a Sunday  
school. He had no doubt that the third mate  
pushed the complainant down the hatchway. He  
knew them \$20 each.

It is notified in the *Gazette* that Lieut. H. E.  
Dennis, Hongkong Volunteer Corps, is struck  
off the strength of the Corps from 1st March as  
being absent without leave.

UNDETERRED by the recent bloody experiences  
of Mr. Lander in Tibet, Mr. W. J. Reid has  
announced at a public dinner in Boston his in-  
tention to enter Lhasa at all hazards. The date  
of his projected expedition is not stated.

We beg to acknowledge receipt of the Monthly  
Bulletin of the Manila Observatory, under the  
direction of the Jesuit Fathers, for the months of  
June, July and August, 1897. Whatever may be  
said or thought of the priests in other matters,  
in meteorological research they perform a valua-  
ble work, and we must congratulate them on  
the thoroughness of their labours. These  
monthly bulletins are big books, each thirty or  
forty quarto pages, full of tables of figures, and  
an excellently-executed chart of meteorological  
readings is given each month. There has been  
no mad, wild haste about flashing the publica-  
tion on the world prematurely, seeing that April  
1898 is now half over; but the work is a laborious  
one, and has been done in the private printing  
establishment attached to the Observatory. We  
congratulate the printers as well as the compilers.

## THE WRECK OF THE "CHING-PO."

EXTRAORDINARY OCCURRENCE.

The Foo Soon Company's West River steamer  
*Ching-po*, which was stranded near Tachung  
early this month, has had some extraordinary  
adventures since then. Captain Marsh, who  
was in charge, went on to Wuchow to commu-  
nicate with the owners and get gear for float-  
ing the vessel; and while he was away from the  
*Ching-po*, Mr. T. Woods hurried down from Wuchow  
and installed himself on board the stranded  
vessel, without the knowledge or consent of her  
captain or owner. When the daily authorised  
salvage party reached the steamer, Mr. Woods  
refused to allow them on board, claiming that  
the ship was a derelict and that he was entitled  
to take possession. He brandished a revolver  
and threatened to shoot anybody who tried to  
come on board. The owners referred the mat-  
ter to the British Consul at Wuchow, who held  
that the vessel was not a derelict and that  
nobody had any right to take her except her  
owners. He wrote to Woods to give up the ship,  
but Woods ignored the order, and proceeded  
with salvage operations on his own account  
refusing to leave unless paid \$5,000 as salvage  
money. A telegram was sent to the Consul  
from the nearest river station, and the Consul  
replied by wire, promising to come himself and  
enforce his order. During the same day, how-  
ever, Woods received a message from his own  
solicitor, presumably advising him that his claim  
was not valid and his position not tenable, for  
he left the stranded steamer without further ado.  
His action has, however, delayed operations  
seriously, besides causing a great deal of extra  
expense, which there is little chance of getting  
back from him. The river is now rising rapidly,  
and unless salvage operations are hurried on,  
it may be impossible to save the ship.

## THE BANK OF CHINA AND JAPAN, LIMITED.

The following report was to be presented to  
the shareholders at the third annual meeting to  
be held on Monday, the 18th March, in  
London:—

The directors beg to submit to the share-  
holders a statement of the affairs of the bank as  
at 31st December, 1897.

Considerable progress has been made in  
realisation of the assets of the old bank, and  
repayments to depositors during the year have  
exceeded the old liabilities to a sum of \$1,193,943  
1/2, being 100 per cent. of the original amount  
due. Sales made since 31st December, with  
proceeds of call due 1st April, will enable this  
sum to be liquidated during May.

Decisions have not yet been given in the  
suit against American and Chinese real estate share-  
holders, but these suits are being pushed on with  
good hopes of success in the New York courts,  
and at Peking the cause against Chinese are in  
the hands of H.B.M. Minister.

The working of the new bank shows a profit of  
about 5 per cent. on the capital allotted to it, after  
provision for all its expenses and the ordinary  
cost of liquidation, and this has been secured  
solely in exchange banking, and in face of the  
considerable difficulty which an institution work-  
ing with gold funds only, finds when operating  
in countries where the currency is silver.

## CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by  
Correspondents in this column.]

## NAUTICAL HYGIENE.

TO THE EDITOR OF "THE HONGKONG TELEGRAPH."  
SIR,—With a view to collecting information  
likely to promote conditions favourable to the  
efficiency, good health, and comfort of ships'  
crews, and to the improvements of Nautical  
Hygiene, I am to beg for space in your columns  
through which to ask the Masters, Officers, and  
Engineers of ships trading to the China seas,  
etc., to favour the Committee of this Society  
with particulars of sleeping cabins, bunks, decks  
and forecabin, and of engine rooms, platforms,  
stoke holds, etc., where the engineers and stokers  
keep watch, the most important notes required  
being carefully recorded temperature of the  
several places mentioned and the shade tempera-  
ture of the air on deck, observed between 4 and  
8 a.m. and 1 and 3 p.m.

Information as to whether the ships' decks, if  
of iron, are sheathed or not, and the extent to  
which awnings are supplied, will be valuable,  
and in addition, the Committee ask to be favour-  
ed with copies of diaries or logs showing the  
hours actually employed on ships' duty under  
normal conditions, at sea, and in port for each  
day during a month or so. Of course the ships'  
whereabouts and the state of the weather, in a  
general way, must be given.

Information received in response to these  
enquiries will be treated as strictly confidential  
and a résumé of the particulars will be published  
under names or initials, or of origin, for the  
use of those interested in the Maritime Hygiene  
Society faithfully.  
Yours faithfully,  
A. G. FROUD, Lieut. R.N.S.,  
Secretary.

Shipsmaster's Society,  
London, 18th March, 1898.

P.S.—By name post are forwarded a copy of  
three papers bearing on the subject, namely:—  
"Practical Points in the Hygiene of Ships,"  
"Details of Steamship Construction," and "The  
Ventilation of Steamships," these are intended  
to show the Society's work in the direction of  
Ship Sanitation.

## THE RUSSIAN MENACE IN CHINA.

CHAPTER IV.  
(Specially written for the Hongkong Telegraph.)

We have now to consider the various ques-  
tions pending between England and Russia, both  
in South-Eastern Europe and in the Far East,  
and to indicate in rough outline, what Russian  
demands we can comply with, without seriously  
prejudicing our own interests, and what compen-  
sations we should require in order to secure our-  
selves and to set off to our consciousness.

In the first place, as these articles are written  
for the perusal of our countrymen in China, we  
will proceed to deal with the situation there, as  
affected by the latest Russian acquisitions and  
French and German pre-occupations, in order to see  
how we may best protect our own interests there  
and prevent our trade from being entirely shut out  
of China by a hostile alliance between the "spheres of  
influence" of Russia, France and Germany.

To begin with, then, we would frankly recognise  
the existing situation and offer to recognise a  
Russian occupation, protection or annexation  
of Northern China, on condition that we receive  
Russian support in dealing in the same manner  
with Southern China.

This may seem a startling change to make in  
our policy, after our Ministers have publicly  
declared that they are going to keep China open  
for the trade of all the world. But it is just as  
well to calmly face the fact that, if once a  
thorough understanding is arrived at between  
Russia, France and Germany, sooner or later  
China will be divided between the three Powers,  
who will at once proceed to place prohibitive  
duties on all our goods and so utterly destroy  
our trade there. This they will do, as soon as  
they feel themselves strong enough to be able  
to defy us; and unless, in the meantime, we  
build up a supremely powerful navy, capable of  
beating the combined fleets of all three Powers,  
we shall be unable to prevent them. At present,  
we are not able to meet them with any  
good prospect of success and it is not likely  
that they would still do so, while we steadily  
build up an enormous fleet, capable of defeating  
the combined navies. They would either attack us  
before our preparations were completed, or they  
would make equal efforts to our own and we should find that, after  
all our preparations, we were in exactly the same  
position as before.

We have shown that the Japanese alliance  
would be of small value against such a com-  
bination, and we cannot depend upon getting  
another ally with a fleet strong enough to make  
us superior to the combined fleets of our enemies  
in European waters, where the decisive battles  
would have to be fought.

The only other Power in Europe with a fairly  
strong fleet is Italy and it is not likely that she  
would risk the destruction of her fleet and in-  
vasion of her soil by the French, merely out of  
a sentimental regard for us, where no vital  
Italian



## WEST RIVER TRADE.

(From our Special Correspondent)

CANTON, April 13th.

The men I sent up the North, the East, and the West Rivers and down through the Delta to Leppa have just returned and are drafting their reports on the condition of the country districts, the extent of the damage done to crops by the drought, the feeling of the people about the amount of blame attachable to the Chinese authorities in connection with the scarcity of rice, the prospects of a development of trade as the result of the issue of the new Transit Pass Rules, as published in the *Telegraph* over a month ago, and the condition of mulberry bushes in the chief silk districts and the tea plantations. I shall therefore take a flying trip through some of the silk and tea districts shortly and then set to work on a fresh series of commercial reports which I hope will be read with interest. In the meantime you may be able to find space for an *extract* of the notorious Ping On Company's "rights" and privileges based upon valuable information that I have diligently sought for ever since the West River came within my "sphere of observation." It will be seen that their monopoly, resulting in a good deal of mischief, has the sanction of the Viceroy of the Two Kwang, that the Ping On Company deliberately injured an American citizen who was running a steamer on the West River, that they "held up" a British-Chartered steamer, and that the American and British Consuls are understood to be on the war-path in consequence of the Ping On Company's grossly offensive and wholly illegal interference with their countrymen's business. Before going into these matters let me give you some news respecting some NEW STEAMSHIP LINES.

Yesterday the pioneer ship for a new line of steamers and passenger boats, which are to carry on business between Canton and Wuchow and all the towns and cities lying between these two great centres of trade, left Canton bound for Wuchow. She is owned by a Chinese syndicate, the shareholders of which are, I believe, to be found in Hongkong, Canton, Shinghai, Samshui and Wuchow. The Company owns two very large and brand-new three-decker passenger boats, each capable of accommodating 200 passengers and about 200 tons of general cargo. They were built at Canton, are flat bottomed, and of very light draught. The names of the boats are *Kwangtung* and *Kwangsi*. It was the *Kwangtung* that left yesterday and she was towed by the launch *Wing Kwai*, a very fast craft. She had lots of passengers and as special arrangements (favouring of a monopoly) have been made by the promoters of the Company with the Lektin authorities (which exempt the cargo carried by the Company's vessels from delay and lektin exactions at the Lektin stations passed on payment of a fixed charge in Canton on the return trip by payment at Wuchow) she had a good deal of cargo. I understand that the exceedingly favourable terms granted to the Company by the Lektin Bureau enable the manager here to take cargo for Wuchow at about one-half the freight charged by the agents of the *Leung Shau* and *Leung Kwong*, the Steamboat Company's well equipped, beautifully kept up and ably managed West River liners. The chief promoter of the new Company is a Chinaman who used to make and still makes a good deal of money out of his stern-wheel passenger boats. He literally coined money in the advent of the steam launch to hold his own in the enormous and ever increasing passenger trade of the Delta and West, North and East Rivers. He is absolutely necessary to improve on the old method of coaling labour as a means of propulsion. He has therefore inaugurated this new service of large boats towed by swift launchers and will doubtless extend his operations in this direction in the near future. It is probable that this new line is an offshoot of the Ping On Company, and I base this opinion on the fact that Wong, the Superintendent of the Lektin Bureau, is interested in the Ping On Company, has used his influence in its favour, and would not be likely to grant favourable terms to any concern that would compete with the Ping On line and cut down their rates. The fact is, I believe, that this new Canton-Wuchow line is intended to make things hot for the Steamboat Co's vessels and any others that may be placed on the route. The Ping On Company have been placed in business in the Delta and the Canton-Shinghai boats are turning in handsome returns. It was obvious three months ago that the Ping On Company's service was inadequate, that it fell far short of the growing requirements of the trade, and that the better class of travellers would provide themselves with more comfortable and swifter vessels if there was much more delay in improving matters. These new boats are, however, a long way from being up-to-date. Their construction and fittings are thoroughly Chinese to afford the comfort and safety to the passengers. The antiquated Chinese masted vessels are being abandoned. With the opening of the inland waters to free trade there will be plenty of business for junks, suitable and fast steamers in the Delta and on the West, North and East Rivers. It is the firm belief that cater best to the public that succeed. Now who will cater best for the tens of millions of the flourishing southern provinces of Far Cathay? Who will free them from the thrall of the Ping On autocrats, from the depredations of the Wong? This is the question, and I shall be interested to see how it will be answered. The foundations of an enormous passenger trade have been laid. The methods of carrying on the business are primitive in the extreme. The vessels in use are constantly exposed to attacks and shocking outrages by pirates. How long will the people, the supporters of the Ping On and other companies be content with their lot? They have been taught to believe that the Ping On Company is a more or less philanthropic concern and that it has done much to alleviate the sufferings of the people, encourage education and the elevation of the masses and has done much to afford protection for the travelling public. As a matter of fact the Ping On Company is making a great deal of money out of the people and gives them in return as little as possible. The directors are not the public benefactors they would have the world believe, but since they have posed as great philanthropists they will not take exception to that amount of attention being paid to them which is due to all public benefactors. It is in fact only a question of the respect and attention that is due to philanthropists in general; be they Europeans, Americans, Japanese, or self-declared officials in the great Middle Kingdom. And now for

ANOTHER NEW LINE. To-day the Ping On Company inaugurated a new line. They dispatched a steamer, the *Leung Kwai*, from Canton for Looyan, a town on the North River, with a passenger boat full

of passengers in tow. She was unable to proceed to the large city of Foshan owing to the lack of water in the upper part of the Delta, but when the rains come and there is plenty of water in all the creeks it is understood that the Ping On Co's North River boats will call at Foshan going to and coming from the North River.

I have said that I possess important information respecting the Ping On monopoly's rights and privileges and the Viceroy's complicity in the monopoly held, with firm grasp and iron will, by the Directors of the Ping On Company. That the fact and I now submit a copy of free translation of the document. The best headline I can give it is

## THE VICEROY'S AUTHORITY FOR MONOPOLY.

It reads as follows:—

Draft instructions to be carried out. Greeting:—On the 18th day of the 1st Moon of the 24th year of Kwangsu (31st February 1898) we received an order respecting the Ping On Company, signed by the Governor, stating:—"In accordance with the report of Wen Shao Hong, Prefect of Shinghai, who says the Ping On Company while enjoying the privilege of running steam launches to low junks and passenger boats between Canton and Shinghai is willing to pay a licence fee of Tls 100 (one hundred) per annum which is to be used for paying off the rent of the Ping On Company College in the said district, it is only proper that a report on the subject should be made to the higher authorities for approval and registration." In view of the foregoing, the Board of Reorganisation should take cognizance of the said instruction and comply with the said Director's order that joint instructions be issued to all the local officials of the various Lektin stations to comply with the above and give strict orders to the said Prefect Wen, that should there be launches other than the Ping On Company's vessels, low junks or boats they shall be promptly seized as a means of enforcing the rights of the Ping On Company in the premises and preventing competition. The foregoing shall be submitted to His Excellency the Viceroy for approval. The said Prefect further states that the revenue obtained from the levy on the five junks (trading to Shinghai). Then the Ping On Company proposed to employ two steam launches to ply between Canton and Shinghai and as a licence for the privilege would pay Tls 100 each month commencing from the 10th moon of the 23rd year of Kwangsu. When the launches commenced towing the five junks (passage boats) then the Tls 100 was to be paid monthly. This was duly reported to His Excellency the Viceroy who said that since the port of Wuchow was opened to foreign trade Shinghai became a port of call for foreign vessels to discharge cargo and passengers so foreign and Chinese launches could ply to and from on equal footing. Now, since the Ping On Company is willing to subscribe voluntarily Tls 100 each month as revenue for the Ping On Company it is only proper that I should approve same and direct that the scheme be carried out, so as to give the Ping On Company the privilege to carry passengers to the exclusion of all other Chinese merchant steamers. This shall await the approval of His Excellency the Governor. I am now in receipt of the statement of Mr. Chow Yu Kien (President of the Ping On Company) in which he says that Mr. Ho Ching, of the Ping On Company, is willing to commence the payment of Tls 100 a month from the 11th moon and to continue to pay Tls 100 every month as a licence fee for the monopoly of steam navigation between Canton and Shinghai and to prevent any other launches competing with said Company. Upon the strength of the foregoing (statements and reports) I, as Prefect, issue at once the aforementioned licence and a proclamation to this effect. The act of paying monthly Tls 100 per annum for the privilege of steam navigation between Canton and Shinghai is very reasonable and meritorious high commendation and it is further evidence that they [the Ping On Company] should enjoy the monopoly mentioned. I shall abide by the instructions given by His Excellency the Viceroy, and should other Chinese merchants employ any other launches to low junks or passenger boats I shall from time to time have them found out and a report will be made to me about them. I do this to define the limit of power and prevent any chance of competition. It is proper that I should make the foregoing report for approval and registration. Upon receiving the above. We in virtue of our office as the Board of Reorganisation have taken note and order the Prefect of Canton and Shinghai to comply with the instructions and notify all the officials of the Intermediate Lektin Stations and local officials to take note and obey. We request the Directorate of the Lektin Bureau to also take note.

Surely this shows as clear as daylight that it is the intention of the authorities that the Ping On Company should have a complete monopoly of the trade between Canton and Shinghai. It is a very lucrative trade and is also cheap. As one hundred tons per annum. Seeing that the Ping On Company is going to an educational institution (don't laugh) why not advertise for tenders for the monopoly just as the Hongkong Government does in respect of the Opium Farm? I would willingly give Tls 500 per annum and probably the Steamboat Company would give a good deal more than that. This is a "tip" for Chinese authorities that merit consideration, and it should also interest the Consul Belfry, for monopolies should either be suppressed with a firm hand or be given to the highest bidder. It is especially important that when the first educational institution like this (former Sing Ngun College at Shinghai) the contribution should be made as large as possible. Just think of the vast good that would result if the money is expended on education; Why, it is simply incalculable! (Prodigious)

A BRITISH CLAIM. Recently one of the Wan Kee Co's (a British Company registered in Hongkong) steamers was seized on voyage between Canton and Shinghai at the instigation of the Ping On Company, the Captain and crew subjected to ill-treatment and a local business knocked on the head. Mr. Sit Ming Cook, the General Manager of the Wan Kee Company, has lodged a claim for damages with the British authorities in Canton and it is to be hoped that the latter will insist on the fullest reparation, including an apology being made at an early date for the outrage. This, however, is not the only case of the kind that has occurred here. Recently an

AMERICAN CHARTERED STEAMER was put on the Canton-Shinghai route and had made two trips of satisfactory nature when the Ping On Company set to work to smash the competition and with that object in view had red picards stuck all about Shinghai warning the people that if they travelled in the American-Chartered steamer (the *Kwangtung*) they would expose themselves to great danger of arrest and imprisonment. The posting of this placard had instant effect. At once the American's business fell off and before he had been two weeks in the business he found it necessary to throw up the sponge. The charter of course must have been the United States Consul at Canton and the hapless American has had to appeal to Consul Belfry for assistance. I hear that the Consul has taken up his countryman's case with his accustomed energy and zeal and we may hope that he will soon reach the Ping On Company a lesson that will serve as a warning to them and to others. It should be noted

that the American chartered a Chinese steamer and he did so presumably because he rightly expected to get privileges and benefits by employing a Chinese vessel in Chinese inland waters that he could not look for under the American flag. The document that caused a "boycott" of his vessel reads as follows:—"COUNTERVAILING FOREIGN MERCHANTS. Whereas the steamships *Kwangtung*, *Kwangsi*, and *Kwangsi* have been running between Canton and Shinghai for several months in the disguise of foreign-owned property; But now this has been exposed by Captain Li, who reported the case to the Kowloon Magistrate and that official has arrested the steamship *Kwangtung* as well as all the people on board of her for punishment. Yet in face of this action the steamship *Kwangtung* still dares to ply between Canton and Shinghai with the intention of fooling the public. The District Magistrate is already informed of this and in a day or two will certainly arrest her also and punish severely all persons found on board at the time of the seizure. Now, we hope the gentry from all the districts [in this neighbourhood] will be careful in future, when travelling between Canton and Shinghai, not to go on board of said launch, the *Kwangtung*, and thereby avoid being humiliated and arrested. The District Magistrate is already informed of this and in a day or two will certainly arrest her also and punish severely all persons found on board at the time of the seizure. Now, we hope the gentry from all the districts [in this neighbourhood] will be careful in future, when travelling between Canton and Shinghai, not to go on board of said launch, the *Kwangtung*, and thereby avoid being humiliated and arrested. 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## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MILKE MARU	BOMBAY, via SINGAPORE (Transit cargo for JAWA PORTS), and COLUMBO.	TUESDAY, 19th April, at Noon.
SANUKI MARU	YOKOHAMA (DIRECT)	WEDNESDAY, 20th April, at 4 P.M.
*OMI MARU	NAGASAKI, KOBE & YOKOHAMA	WEDNESDAY, 20th April, at 4 P.M.
TAMBA MARU	MAKASSAR, LONDON, and ANTWERP, via SINGAPORE (Transit cargo for JAWA PORTS), PENANG, COLUMBO, and PORT SAID.	THURSDAY, 21st April, at 4 P.M.
YAMASHIRO MARU	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE.	FRIDAY, 22nd April, at 4 P.M.

\*Connecting at KOBE with S.S. "RIJUN MARU" sailing thence on 7th May for SEATTLE, U.S.A.  
Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT-NORTHERN RAILWAY and Atlantic Steamers.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 14th April, 1898.

## A WORD TO MOTHERS.

You do not always know the real cause of unexplained tendencies of your babies, or why your children are thin and pale. You do not need to. What you want is a cure for whatever ails them.

## Scott's Emulsion

Is endorsed by the whole medical profession as an ideal nourishment during growth. It contains the essential elements for increasing vitality, giving flesh, and making solid bones. It cures Rickets, Marasmus, and all Wasting Diseases, and makes the children robust, strong, and rosy. Prepared by SCOTT & BOWNE, Limited, London. All Chemists.  
Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

## TO THE DEAF!

A RICH LADY cured of her deafness and noises in the Head by Dr. NICHOLSON'S Artificial Ear Drums sent 1000 to his Institute so that Deaf Persons who have not the means to procure the Ear Drums may have them free. Apply by letter to—C. G. BRIGHT, Secretary, 54, Bow Lane London, E.C.

DUMINY & CO  
CHAMPAGNE  
EXTRA DRY

Apply to Messrs. DODWELL, CARLILL & CO., HONGKONG.

SERRAVALLO'S  
FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC  
OR  
PERUVIAN BARK AND IRON.

Over 300 Medical Certificates testifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

## EXQUISITE TASTE.

Sole Agents for Hongkong:—  
A. S. WATSON & Co.  
Hongkong, 1st September, 1896.

WORTH A GUINEA A BOX.

BEECHAM'S  
PILLS

FOR ALL  
BILIOUS AND NERVOUS DISORDERS  
SICK HEADACHE, CONSTIPATION,  
WEAK STOMACH,  
IMPAIRED DIGESTION,  
DISORDERED LIVER,  
AND FEMALE AFFECTIONS.  
ANNUAL SALE: SIX MILLION BOXES.

10 Cents per Box.

Prepared only by the Proprietor—  
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the  
EMPIRE OF CHINA:—  
WATKINS & Co.,  
APOTHECARIES' HALL, 66, Queen's Road Central  
HONGKONG.

CHS. J. GAUPP & CO.,  
CHRONOMETER, WATCH, and CLOCK  
MAKERS, JEWELLERS, SILVER  
SMITHS, and OPTICIANS.  
CHARTS and BOOKS,  
NAUTICAL INSTRUMENTS.

Sole Agents for Louis' Audemars' Watches  
awarded the highest Prize at every Exhibition  
and for Veiglander and Schatz's  
CELEBRATED OYSTER GLASSES,  
MARINE GLASSES, and SPECULUMS.  
No. 54 B. 16, Queen's Road Central.

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.  
FOR AMOY AND TAMSUI.  
THE Company's Steamship

"FORMOSA,"  
Captain Douglas, will be despatched for the  
above Ports, TO-MORROW, the 19th instant,  
at Daylight.  
For Freight or Passage, apply to  
DOUGLAS LAFRAIK & Co.,  
General Managers.  
Hongkong, 18th April, 1898.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND FOOCOW.  
THE Company's Steamship

"HAITAN,"  
Captain Batters, will be despatched for the  
above Ports TO-MORROW, the 19th instant,  
at 10 A.M.  
For Freight or Passage, apply to  
DOUGLAS LAFRAIK & Co.,  
General Managers.  
Hongkong, 18th April, 1898.

OCEAN STEAMSHIP COMPANY,  
LIMITED.

FOR AMOY.  
THE Company's Steamship

"JALON,"  
Captain Lye, will be despatched for  
AMOY, the 19th instant, at Noon.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 18th April, 1898.

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, NAGASAKI, KOBE AND  
YOKOHAMA.

THE Steamship

"AFRIDI,"  
Captain Golding, will be despatched as above  
TO-MORROW, the 19th instant, at 5 P.M.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 16th April, 1898.

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR YOKOHAMA, KOBE & NAGASAKI.  
THE Company's Steamship

"HUFF,"  
Captain Quill, will be despatched TO-  
MORROW, the 19th instant.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 14th April, 1898.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.  
THE Company's Steamship

"ONSANG,"  
Captain J. Yoon, will be despatched as above  
on WEDNESDAY, the 20th instant, at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHISON & Co.,  
General Managers.  
Hongkong, 14th April, 1898.

NAVIGAZIONE GENERALE ITALIANA,  
(FLORE & RUBIANTINI UNITED COMPANIES).

STEAM FOR  
SINGAPORE, PENANG AND BOMBAY.  
Having connexion with Company's Mail  
Steamers to ADEN, SUEZ, PORT SAID,  
MESSINA, NAPLES, LIGHORN and  
GENOA.

VENICE AND TRIESTE, all MEDITERRA-  
NEAN, ADRIATIC, LIGURIAN, and  
SOUTH AMERICAN PORTS up to  
CALCUTTA.

Taking Cargo at through rates to PERSIAN  
GULF and BAGDAD.

BARCELONA, VALENZA, ALICANTE,  
ALMERIA and MALAGA.

THE Steamship

"LETIMBO,"  
Captain Batters, will be despatched as above  
on WEDNESDAY, the 20th instant, at Noon.  
At Bombay the Steamers are discharging in  
VICTORIA DOCK.  
For Further Particulars regarding Freight and  
Passage apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 16th April, 1898.

OCEAN STEAMSHIP COMPANY, ANY.

FOR LONDON, via SUEZ CANAL.  
THE Company's Steamship

"TEUCER,"  
Captain Riley, will be despatched as above  
on WEDNESDAY, the 20th instant.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 16th April, 1898.

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, via SUEZ CANAL.  
THE Steamship

"LENNOX,"  
will be despatched as above on or about 26th  
April.

S.S. "ENERGIA" ..... about 5th May.  
S.S. "MACDUFF" ..... 25th May.  
S.S. "AFRIDI" ..... 5th June.  
S.S. "ATHAN" ..... 15th June.

For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 30th March, 1898.

## SAILING VESSELS.

FOR SAN FRANCISCO.

THE British Bark

"WEST YORK,"  
W. L. Foster, Master, will leave here for the  
above Port, and will have quick despatch.  
For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 7th March, 1898.

FOR SAN FRANCISCO.

THE 100 A 1 British Ship

"IMBERHORNE,"  
Lever, Master, Shortly expected here, will load  
for the above port and will have quick  
despatch.  
For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 19th March, 1898.

## Mails.

NORTHERN PACIFIC  
STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE,  
AND YOKOHAMA.

PROPOSED SAILINGS FROM  
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.

Tacoma	3,549	A. Dixon	April 19
Victoria	3,107	J. Truett	May 1
Olympia	2,608	T. H. Dobson	May 21
Arizona	2,164	J. Patton, R.N.R.	June 14

ALSO  
FOR PORTLAND, OREGON,  
IN CONNECTION WITH  
OREGON RAILROAD AND NAVIGATION  
COMPANY.

Argyll	2,997	W. Ward	April 26
Dramor	2,601	E. Porter	June 4
Stogut	2,054	H. Wright	June 18
Columbia	2,005	A. Gow	July 9

The attention of Passengers is directed to  
the very cheap rates offered by this Line,  
HONGKONG TO LONDON, 207.  
Excellent accommodation. First-class Table,  
Dinner and Stewardess service.  
HONGKONG TO NEW YORK 241.  
Two Railroad travelling is second to none on  
the American Continent. Pleasant scenery of  
the ROCKY and CASCADE MOUNTAINS. The  
YELLOWSTONE NATIONAL PARK route. Passen-  
gers to EUROPE may proceed by one of the first  
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA 248.  
Rates of Passage to other Ports on application.  
Special rates allowed to members of Govern-  
ment Services.

Through Bills of Lading issued to Pacific  
Coast Ports, and to Canadian and United  
States Ports.  
Consular Invoices of Goods for United States  
Ports should be in quadruplicate; and one  
copy must be sent forward by the steamer to  
the Freight Agent, Tacoma, Wash., or Portland,  
Or. (whichever may be the destination of the  
Steamer).

Passengers must be sent to our Office (with address  
marked on back) 255 Praya, on the day previous to  
sailing.

For further information apply to  
DODWELL, CARLILL & Co.,  
General Agents.  
Hongkong, 25th April, 1898.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN AND HAMBURG.  
PORTS IN THE LEVANT,  
BLACK SEA AND BALTIC PORTS.

ALSO  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON, AND SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON  
TO LAKE PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH  
BILLS OF LADING FOR THE PRINCIPAL  
PORTS IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

Prins Heinrich	Wednesday	17th April
Prinzess	Wednesday	25th May
Sachsen	Wednesday	22nd June
Bayern	Wednesday	20th July
Prins Heinrich	Wednesday	17th Aug.
Darmstadt	Wednesday	14th Sept.
Prinzess	Wednesday	12th Oct.
Sachsen	Wednesday	9th Nov.
Bayern	Wednesday	7th Dec.
Prins Heinrich	Wednesday	4th Jan. 1899

ON WEDNESDAY, the 27th day of April,  
1898, at 9 A.M., the Company's Steamship  
"PRINZ HEINRICH," Captain O. C. Cuyper,  
with PASSENGERS, SPECIE and  
CARGO, will leave this Port as above, calling  
at NAPLES and GENOA.

Shipping Orders will be granted till Noon on  
MONDAY, the 25th April. Cargo and Specie  
will be received on board until 5 P.M. on TUESDAY  
the 26th April, and Parcels will be received at  
the Agency's Office until Noon on TUESDAY, the  
26th April. Contents of Packages are required.  
No Parcel Receipts will be signed for less than  
25 lbs and Parcels should not exceed Two Feet  
Cube in Measurement.

The Steamer has splendid Accommodation  
and carries a Doctor and a Stewardess.  
Linen can be washed on board.  
For further Particulars, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, 30th March, 1898.

## Hotels.

I SAY I HERE'S SOMETHING GOOD.

THE OLD MAN'S ON DECK AGAIN  
AT  
THOMAS'S GRILL ROOMS.

WHAT'S THE MATTER WITH THIS  
TARIFF?

BREAKFAST	0.55
TIPPIN	0.75
DINNER	1.00
3 MEALS DAILY (Monthly Rate)	40.00
1 TIPPIN	15.00
1 DINNER	20.00
TIPPIN & DINNER	30.00
BREAKFAST & TIPPIN	25.00
BREAKFAST & DINNER	28.00

BEST OF VIANDS SERVED IN THE  
BEST OF STYLES.

J. E. GOODCHILD,  
Manager.

WINDSOR HOTEL,  
HONGKONG.

THIS ESTABLISHMENT, situated in the  
Prestigious Building known as "CON-  
NAUGHT HOUSE," offers First-class Accom-  
modation to Residents and Travellers.  
Passenger Elevator, from Entrance Hall to  
each Floor, in charge of experienced Attendant.  
Favorable Arrangements made for Families  
and for Monthly or Extended Parties.

PHILLARDS.

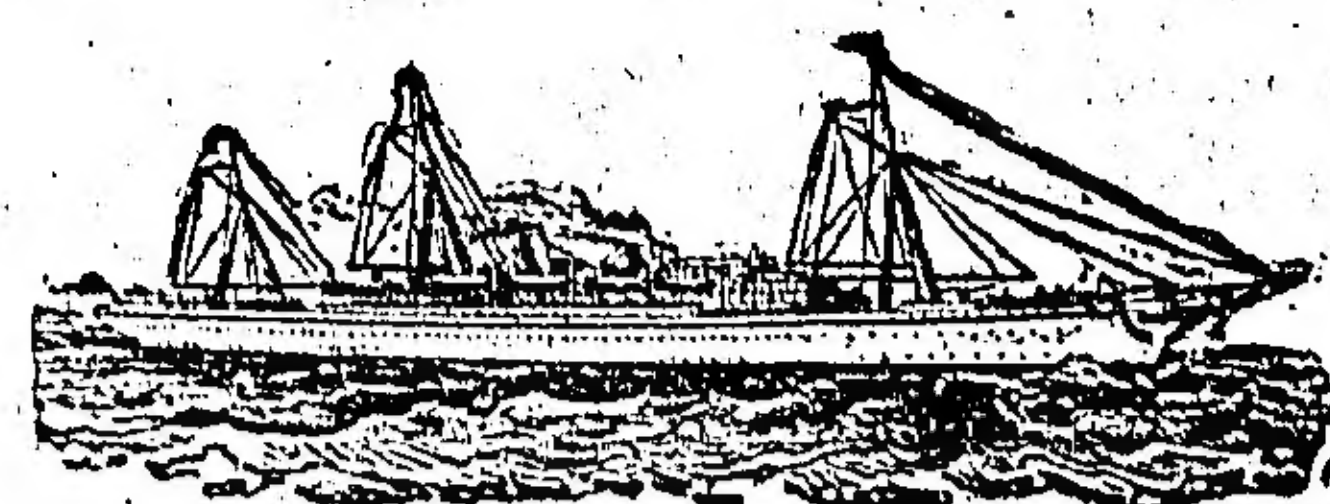
P. D. DOLLS,  
Proprietor & Manager.

Hongkong, 3rd April, 1898.

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

1898.



1898.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 27th April, 1898.  
EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 18th May, 1898.  
EMPEROR OF CHINA...Comdr. H. Pybus, R.N.R...WEDNESDAY, 8th June, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA  
OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12  
DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection  
at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN  
PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE  
ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,  
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the  
Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return  
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (First-class only) granted to Government, Members of the Naval, Military,  
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan  
Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS  
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS  
(the Company having received the highest award for same at recent Chicago World's Exhibition),  
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the  
Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by  
the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 7th April, 1898.

D. E. BROWN, General Agent,  
Pedder's Street.

OCCIDENTAL & ORIEN-  
TAL STEAMSHIP  
COMPANY.

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA, AND  
EUROPE.

THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Amoy)	Tuesday, 19th April,	at Noon.
Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hon- olulu		
Belge (via Shanghai, Nagasaki, Kobe, In- land Sea, Yokohama & Honolulu)	Tuesday, 10th May,	at Noon.
Cepile (via Shanghai, Nagasaki, Kobe, In- land Sea, Yokohama & Honolulu)	Saturday, 28th May,	at Noon.

THE Company's Steamship

"DORIC,"  
will be despatched for SAN FRANCISCO, via  
AMOY, SHANGHAI, NAGASAKI, KOBE,  
INLAND SEA, YOKOHAMA AND HONO-  
LULU on TUESDAY, the 19th April, at Noon.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to England,  
France and Germany by all trans-Atlantic lines  
of Steamers, and to the principal cities of the  
United States or Canada. Rates, and parti-  
culars of the various Routes may be obtained  
upon application.

Special rates (First-class only) are granted to  
Members of the Naval, Military,  
Diplomatic and Civil Services, to European  
Officials in service of China and Japan, and to  
Government officials and their families.

Passengers who have paid full fare, re-embur-  
sing at San Francisco for China or Japan (or vice  
versa) within one year, will be allowed a dis-  
count of 10 per cent. This allowance does not  
apply to through fares for China and Japan to  
Europe.

All PARCEL PACKAGES should be marked to  
address in full, and same will be received at  
the Company's Office until FIVE P.M. the day  
previous to sailing.

Consular Invoices to accompany Cargo des-  
tined to Ports beyond San Francisco, in the  
United States, should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight or  
Passage, apply to the Agency of the Company,  
No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 16th April, 1898.

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS.

SOLE AGENTS FOR  
HARTMAN'S RAHTIEN'S GENUINE  
COMPOSITION RED HAND BRAND.  
HARTMAN'S GREY PAINT.  
DAIMLER'S PATENT MOTOR LAUNCHES  
&c.

SOLE AGENTS FOR  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUEUR SCOTCH  
WHISKY, &c.

EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK.

AT  
REASONABLE PRICES.

22, Praya, 10th May, 1898.

U. S. MAIL LINE.  
PACIFIC MAIL STEAM-  
SHIP COMPANY.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, In- land Sea, Yokohama & Honolulu)	Saturday, 30th April,	at Noon.
Fern (via Shanghai, Nagasaki, Kobe, In- land Sea, Yokohama & Honolulu)	Thursday, 19th May,	at Noon.
City of Rio de Janeiro (via Shanghai, Na- gasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 7th June,	at Noon.

THE U. S. Mail Steamship

"CHINA,"  
will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA, YOKOHAMA AND HONOLULU,  
on SATURDAY, the 30th April, at Noon,  
taking States and Passengers and Freight for  
Japan, the United States.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic lines  
of Steamers, and to the principal cities of the  
United States or Canada. Rates may be  
obtained on application.